

**HYLAN SUBWAY PLAN CALLS FOR 35 LINES; COST \$600,000,000**

Recapture of I. R. T.'s West Side Route and B. R. T. System Proposed.

**\$25,000,000 IN BUSES**

Whole Thing to Be Operated by City at a Single Five Cent Fare.

**WORK TO BEGIN 'AT ONCE'**

Mayor Says 'L' and Surface Cars Will Be Eliminated by New Competition.

Mayor Hyland's long heralded plan for new subways and other transit facilities for the city was announced yesterday at the City Hall and will be presented to the Board of Estimate on Wednesday, September 6.

The plan proposes the spending of \$600,000,000 on thirty-five new subway routes, extensions and tunnels, the recapture of the West Side subway line now being operated by the Interborough, the recapture of the whole of the subway system operated by the B. R. T. under the dual subway contracts; the operation of all of these by the city at a single fare; the establishment of a \$25,000,000 bus system to feed the subways, and the gradual elimination of all elevated and surface car lines through disuse.

Acknowledgment is made in the general statement that some legislation will be necessary, but the matter of financing the construction program, which is to cover a period of fifteen years, is dismissed more or less casually on the assumption that revenue from recaptured lines will reimburse \$500,000,000 of city bonds from the debt limit consideration and that sums available within the debt limit and the revenue resulting from increased assessments will do the rest.

The announcement of the plan was made by John F. Sinnott, the Mayor's secretary, who gave out for publication a twelve page general statement as to the plan, what it would accomplish and what its execution would require. The document setting forth the proposed new routes in detail, a third document giving twenty-seven "salient features" of the plan and a fourth paper giving the order of construction of the many projects.

**Plans Work "at Once."**

In some of its chief physical features the Mayor's plan resembles that of the Transit Commission, though it is far more elaborate and the lines as proposed by the Mayor are longer and reach greater stretches of territory. The two principal differences are in the proposal to recapture one of the great trunk lines of the present Interborough system and in the proposal that the whole of the system planned should be operated by the city. The assertion is flatly made by the Mayor that the city can recapture, no matter what the attitude of the Commission may be, and that the Commission's decision will not be more than a technical discussion. It is considered likely that there will be a controversy over this point.

One of the striking characteristics of the statement issued by the Mayor is that he does not use the word "may" at all, but definitely says that the city "will" do this and do that. He further asserts that the plan will not only be adopted but that work on the proposed new lines will commence virtually at once and that much of the lines, as well as the recapturing of the lines at present privately operated, will be accomplished before he goes out of office.

The statement does not read like an engineers' report nor a technical discussion. It is a mixture of constructive proposals, historical statements and criticism of the dual subway contracts, the Transit Commission, Gov. Miller, the Republican Legislature and George McAneny. It contains also many statements as to the purposes to be accomplished, with several references to the five cent fare and "the longest ride obtainable anywhere on earth for a nickel."

"The plan includes," says the Mayor's statement, "new subway, trunk lines and to all boroughs, other new subway lines, extensions to existing lines and a bridge and tunnels uniting all boroughs in all, thirty-five new subway routes, extensions and tunnels. These new rapid transit lines will bring every part of the Greater City into direct and immediate touch with every other part and will provide real rapid transit for many years to come. It will provide steady and continuous employment for a large part of the city's population and its spread prosperity to all boroughs. It will bring New York to the pinnacle of social, civic and commercial greatness.

"The city intends to spend \$600,000,000 during the next fifteen years to construct and equip these new rapid transit lines. It intends to begin its first construction immediately—as soon as the necessary detailed plans can be prepared by the engineers—and it intends to have new subway lines in operation before the expiration of the term of the present dual subway contracts. The construction of these new rapid transit lines will go on at the same time in all boroughs.

**No Partners in Enterprise.**

"These new rapid transit lines will be constructed by the city itself. The city will have no partners in this gigantic enterprise and it will entertain no partnership in the operation of any of these lines when they are finished. It will be exclusively a city undertaking. The city will become the sole operator of all of these new lines and of existing lines."

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**BERLIN WANTS U. S. BANKERS ON ALLIED RECEIVERS' BOARD**

Willing to Submit to Complete Financial Control by Impartial Hands.

**FEARS FRENCH RULE**

Bradbury Tells Reparations Board Plan He Discussed With Wirth.

**DECISION IS WITHHELD**

Germany to Have Final Chance to Make Proposals on Next Wednesday.

**By LAURENCE HILLS.**

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. New York Herald Bureau, Paris, Aug. 27.

The investigation and control of German finances by American financiers acting under the authority of the Reparations Commission is the latest solution proposed to avert independent action by France in the reparations question. Representatives of the German Government in the conversations they had with Sir John Bradbury, British member of the Reparations Commission, are understood to have asked in return for a moratorium to allow a complete control of their finances to be assumed by a commission acting in the name of the Allies, provided, however, that this body is composed of representatives of parties outside of the present discussion, preferably American financiers. The Germans have asked for a three years moratorium.

A recent dispatch to THE NEW YORK HERALD from its London Bureau said that J. P. Morgan, who represented American bankers at the recent international conference of bankers in Paris to discuss a loan to Germany, was still in Scotland and was prepared to resume conferences if developments warranted.

The suggestion is that this commission have full control, even to the extent of governing Germany's entire expenditure and the measures to be taken to stabilize the mark. It was made by Sir John Bradbury to the Reparations Commission at its session this morning, and is known to have been prompted as a result of the personal conversations which Sir John had with Chancellor Wirth and others in Berlin.

**Ready for Receivership.**

The German leaders expressed their willingness as debtors to undergo a virtual receivership, but only on the condition that the receivership be conducted by impartial hands. No socialist where France would have a dominating voice could be tolerated, the Germans maintained, and it was in this connection that the American financiers, including Frank A. Vanderlip, were suggested.

Whether or not this suggestion will be accepted by the French, it seems certain that the decision will be taken next Thursday, the Reparations Commission having indicated this in today's communiqué. Germany, as a result of today's meeting, at which Col. James A. Logan sat as American observer, will be given one more hearing next Wednesday before a decision is reached on the matter. A telegram to this effect was sent to Berlin this afternoon.

"The outlook seems brighter," Sir John said this afternoon. "This is indicated by the fact that the French are now hoping that the suggestion I made informally and which I consider the best solution will be accepted by France and by the other delegations."

Following the meeting M. Dubois, president of the Reparations Commission, said President Millerand, and is understood to have discussed Sir John's suggestion with the head of the republic.

**French Opinion Changing.**

The collapse of the mark and other grave reports from Germany have convinced a large mass of French opinion that nothing is to be expected from Germany in the immediate future, and that she is financially demoralized and threatening to all Europe. All the liberal press in France now is urging the Government not to take independent action, while Premier Poincaré himself, by the suspension of the Alsace-Lorraine reprisals, is showing that he is beginning to have this opinion. These facts encourage the British representatives to think they still may succeed in getting a moratorium accepted by the Reparations Commission. Yesterday afternoon when a 62,000 kilowatt electrical generator in the East Seventy-fourth street power house broke down.

Not a wheel turned on any important line while engineers of the Interborough Electric Company were at work on the broken machine. The same condition obtained at the Brooklyn Rapid Transit Company's power house, and could offer no aid to Interborough passengers, who left the trains and sought other means of transportation. The same condition obtained at the Manhattan elevated lines and the New York Railways Company's surface cars. Although short, the tieup was one of the most complete in the history of traction service in the city.

The actual duration of the generator trouble, by official records of the Transit Commission engineers, was fourteen minutes; but it was much longer than this before the current was flowing in capacity in the third rail carriers and trains were moving. Passengers on the bridge cars of the B. R. T. who timed the wait declared it was thirty-five minutes before they were able to proceed.

**GERMAN OFFER MEANT TO KEEP DOOR OPEN**

**Wirth Clutches at Last Straw With Counter Proposals.**

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. New York Herald Bureau, Berlin, Aug. 27.

The Berlin counter proposals are more a statement of putting out a foot to prevent having the reparations door slammed in Germany's face, than a practical program. The scheme to turn over the coal and wood output under the pledge of German industrialists is but

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**A Few Facts That Are Due the Public**

THE NEW YORK HERALD has opposed the various sordid bonus measures because it does not believe in handing a bonus to the young men of the country for doing the thing that is their right and duty to do—the protection of their country.

THE NEW YORK HERALD has opposed these measures on the ground that with the country now carrying a war indebtedness of twenty-three billions of dollars the Congress has no right to put an additional burden of five billions of dollars of indebtedness on the backs of the American people—five thousand millions of dollars.

THE NEW YORK HERALD has opposed these measures on the ground that they are largely political raids on the Treasury devised and engineered by politician-statesmen in Congress as an appeal to the soldier vote.

With the purpose of neutralizing the effect of the fight THE NEW YORK HERALD has made against the bonus certain men and certain publications have been somewhat careless or downright malicious in their fervid charges against the man responsible for the stand of THE NEW YORK HERALD on the bonus grab.

That man is myself. Some of the charges are bitter, some of them venomous and criminally libelous. Briefly they amount to this, that I am a rich man, that I made a large share of my fortune in United States Steel and in munition stocks, that these steel stocks were enormously profitable during the war. One newspaper, the *Daily News* of New York, puts it this way:

"A large part of Munsey's large fortune 'is from investments in United States Steel stock. This steel company made the material for the guns, bayonets, shells, automobiles, tanks and so on which were 'used in the war. Holders of steel stock 'profited enormously by the making of 'these weapons."

"Such weapons as these killed—killed 'five or six million human beings during 'the war."

"The process of killing these five or six 'millions and wounding fifteen or sixteen 'millions more enormously enriched hold-'ers of munition shares like Mr. Munsey."

"\* \* \* large owners of munitions stock 'like Mr. Munsey—well, their profits ran 'up into tens of millions."

"Furthermore, if we recall correctly, Mr. 'Munsey was extremely anxious in his 'newspapers for us to get into the war. 'He thought we were supine because we 'didn't do it sooner. He always believed 'in the draft, in seizing the young men and 'shipping them across the ocean to take 'their chances."

There is one truth in this whole utterance; just one—no more; that is that I deprecated America's delay in taking her part in the war. With this single exception this malicious utterance is utterly and wholly false. It has no shading or suggestion of truth.

The public will perhaps be interested in the facts concerning this charge and similar charges. The public is always fair in its judgment and its attitude when it has the facts, and the public is entitled to the facts in this instance.

The facts that have to do with these charges are these. The fortune I have, be it little or big, did not come to any considerable extent through the buying and selling of stocks. Some years ago, when my income was mounting large from my magazine business, I put some of my money then lying idle in bank into the security market. Up to this time all my thought and energy had gone into the up-building of my magazine business.

There is not much natural sympathy between money earning and money investing. A man may be good at one and good for nothing at the other. It was up to me now

to handle the money flooding in from my publishing interests. My modest initial investments in the Street grew ultimately to important holdings.

Weird stories have been circulated about my undertakings in the security market. Until now they have been good-natured, though, I must say, grossly inaccurate. The bitter charges now, because of my stand on the bonus, are largely founded on these inaccuracies and exaggerations with respect to my security holdings. But inaccuracies and exaggerations good-naturedly expressed are one thing, and malicious, bitter and wholly unwarranted attacks with the view to discrediting my newspapers in their fight against the bonus are quite another.

While I am on the subject I may as well put the record straight so that well-meaning newspaper men will not hereafter indulge in fantastic pictures in respect of my security holdings when I was in the market.

It was recently said that in my stock transactions I acted on inside information, a sure thing. There has never been a sure thing in any of my business activities, or in any of my financial investments. I have always been willing to take a chance on my own judgment, always been willing to take a loss on my own judgment.

I have never had a business partner in my publishing enterprises and other interests. I have reasoned out my own problems, done my own thinking, and I followed this method strictly in my stock transactions. In dealing in the volatile values of Wall Street I was indulging a spirit of adventure. But all the while my time was given to my publishing interests. Wall Street was a side issue.

Neither then nor at any time, before or since, in my life was I a party, directly or indirectly, to putting up, or putting down, values of securities. And neither then nor at any time, before or since, in my life did I buy or sell securities on tips or on short speculative movements. I bought or sold securities on the underlying business conditions of the country and the money conditions of the country as I saw them.

I bought always with a view to a long term and not a short one. Getting in and out of a stock every day, or every few days, or several times in a day, is highly speculative; buying for a long term, that is, to hold with the expectation of increased values with improving business conditions, is like buying and selling real estate.

But Wall Street never had any real interest for me. My real interest and real aim in life has been, and is, to do constructive work, to create something worth while, to make two blades of grass grow where one grew before. Money coming in from this creative work has the seeming of real money; money coming in from the marking up and down of stocks isn't the same thing with me.

With sufficient experience in the security market to satisfy me and with some profit—not enough to get excited about—I withdrew my capital from the Street and turned to something more dramatic, more worth while, the daily newspaper. My actual net profit from my security holdings was relatively inconsequential compared with the aggregate profit of years from my publishing, real estate and other interests.

I have not owned a share of Wall Street securities of any kind whatsoever in, I should say, something like a dozen years. I owned no Wall Street securities at the beginning of the war. I owned no Wall Street securities during the war and I have owned no Wall Street securities since the war. I do not own now, and never have owned, a share in any munition plant of any kind or description. I had no connection, directly or indirectly, with

any property or interest that lent itself to profiteering during or after the war.

I made no money whatever, directly or indirectly, out of the war or anything associated with the war. On the contrary, my interests, due to the high cost of magazine and newspaper making and the generally disturbed condition of affairs, suffered a very heavy shrinkage during the war and in the inflation period after the war.

This statement, answering the charges that my fortune has been made largely in Wall Street and from munition investments and war profiteering, must not be taken to mean that I have any apologies to make for my operations in listed securities. I ventured less into the realm of chance in Wall Street, far less, than I did in undertaking to found and build up without capital and without experience a magazine business in competition with the great established magazine properties of New York, and I took far less chance than I have taken, and one generally takes, in the daily newspaper field.

The fortune I have, such as it is, has come primarily from two sources: the forty dollars capital I brought with me from Maine to New York forty years ago and the capacity God gave me for work. There has been no mystery, no legerdemain, no short cuts to fortune building with me. It has been done by fairly sound reasoning, the courage to put my conclusions to the test and by paying the price in work.

I am a thorough believer in work. I love work and I wish all Americans loved work as I love it. Generally speaking, there is no such thing as getting something for nothing. We must pay the price in thought, in care, in watchfulness, in work—intense, everlasting work.

If I were a manufacturer of hardware, or textiles, or shoes, or anything else not linked up with public affairs, this statement in answer to careless and vicious charges would not be imperative, though I hold that one who is at all before the public, whatever his line of endeavor, owes it to the public to correct misstatements and put the truth before the public.

Calumny travels fast and far, and unless apprehended is accepted as the truth by the public. The public has no reason to suppose calumny isn't the truth if allowed to stand as the truth.

But with the newspaper owner the situation is highly sensitive, as the newspaper is a public institution. The newspaper is just what the man back of it makes it. The newspaper mirrors the man back of it, mirrors the man who puts himself into it. If his heart is in the public service his newspaper will be a bulwark of strength to the community and to the country. Indeed, with the present political subservency to the vote the best hope for sound government must rest with the well purposed, independent press.

The attitude of THE NEW YORK HERALD on the bonus question has been the conscientious attitude of the owner of THE NEW YORK HERALD. I have no personal or selfish motive in my objection to the bonus. Fifty bonuses might be paid to soldiers and it wouldn't affect me personally.

I have taken my stand against the bonus on the ground that it is all wrong in theory, that it degrades the American soldier, that it robs him of the spirit of patriotism, the spirit of defense of his country. I have taken my stand against the bonus because the Government is in no condition to shoulder this additional burden, because the taxpayers of the country are in no condition to shoulder this additional burden, and because the payment of this proposed bonus to soldiers would be a vicious precedent for future generations to deal with.

**FRANK A. MUNSEY**

**TRANSIT PARALYZED ON ALL MANHATTAN**

Interborough Generator Failure Holds Every Train and Surface Car.

The entire system of the Interborough Rapid Transit Company and the traction lines depending upon it for power stood still for twenty minutes yesterday afternoon when a 62,000 kilowatt electrical generator in the East Seventy-fourth street power house broke down.

Not a wheel turned on any important line while engineers of the Interborough Electric Company were at work on the broken machine. The same condition obtained at the Brooklyn Rapid Transit Company's power house, and could offer no aid to Interborough passengers, who left the trains and sought other means of transportation. The same condition obtained at the Manhattan elevated lines and the New York Railways Company's surface cars. Although short, the tieup was one of the most complete in the history of traction service in the city.

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**WETS SELECT 100 FIELDS FOR BATTLES WITH DRYS**

Leaders Predict They Will Increase Congress Quota by Fifty—Women's Vote Big Factor.

[This is the first of a series of articles on the part the prohibition issue will have in the Congressional campaign. The second article will appear to-morrow.]

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Aug. 27.

Prohibition will be an issue in approximately 100 of the 435 Congressional districts in the November elections and in not more than five or six of the thirty-five Senatorial contests in as many States.

In some sections, notably Missouri, New Jersey and to a lesser extent Ohio, the issue will be paramount, but elsewhere for the most part it will be secondary. The much discussed possibility of prohibition becoming a national issue is not materializing. Since the dries have what they want—the Eighteenth Amendment and the Volstead act—the wets have such advantages as may be said that the battle ground, and they are confining it to places where there is an actual chance to win.

Both Republican and Democratic national organizations are fighting shy of the issue, taking the position, as they have all along, that prohibition is not a matter of party politics. In New England and in Maryland some of the Republican candidates are wet, but generally may be said that elsewhere the Democrats have the wet end of things.

Beer and light wines, through modification of the Volstead law, are the basis of the wet campaign. Much depends upon the moist character of the district in which the fight is being made, but the promise is for beer with an alcoholic content of from 4 to 5 per cent. and wine of from 7 to 10 per cent. Some candidates, such as Gov. Edwards of New Jersey, who in his Democratic race for the Senate wants to make his State "as wet as the Atlantic Ocean," take the extreme view, while others see nothing more encouraging than 2.75 per cent. beer. The extent to which a modification of the Volstead act can go under the Eighteenth Amendment is a judicial question to be decided eventually by the United States Supreme Court.

The promised activity of the Anti-Saloon League in the campaign has materialized. Where prohibition is an issue this organization is the only one with plenty of money to spend, charging that there is a national movement to repeal the Volstead law and nullify the Eighteenth Amendment. The dry candidates have far greater financial backing than those who are wet simply because they have the Anti-Saloon League and similar organizations behind them, while the wets are not nearly so well organized.

Prohibition is an issue in almost every one of the New England States, in New York, New Jersey, Pennsylvania, Maryland, Delaware, West Virginia, Virginia, Tennessee, Kentucky, Indiana, Illinois, Michigan, Wisconsin, Missouri, Ohio, Nebraska, Colorado, Washington, Oregon, California, Utah, Texas, Oklahoma, Louisiana and Florida. In some of these States it will not be fought out in more than one or two of the Congressional districts, chiefly in the cities and large towns or where, as in Missouri

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**ITALIAN FLIER GOES 210 MILES AN HOUR**

Fokker Makes Record Glide Carrying a Passenger for Thirteen Minutes.

TULIN, Italy, Aug. 27.—Lieut. Brak-papa to-day in airplane flew at a speed of 336 1/2 kilometers (about 209 1/2 miles) an hour. This is said to be a world record.

The previous speed record for an airplane was made by Sadi Lecoq, a French aviator, September 26, 1921, of 265.223 miles per hour. Lecoq used a 300 horsepower machine. The flight was made in Paris.

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. New York Herald Bureau, Paris, Aug. 27.

It is expected that all previous records, including that of the Italian, will be beaten at the forthcoming Deutsch de la Meurthe cup race which is replacing the former James Gordon Bennett cup contest. The French war ace, Malon, who is entering a tailless airplane driven by a 300 horsepower motor confidently predicts that he will break all records by a speed of 400 kilometers an hour.

FULDA, Germany, Aug. 27. (Associated Press.)—Anthony H. G. Fokker, the Dutch airplane inventor, today established a new world record in a thirteen minutes with a passenger in a biplane constructed by himself.

**THIS WEEK LIKELY TO SEE CRISIS IN RAILWAY STRIKE**

President Believed to Be Mapping Out Course of Action on Cruise.

**SEIZURE FINAL RESORT**

Not to Take Over Roads Unless They Fail to Give Service.

**CABINET MEMBERS MEET**

Cummins and Lasker Also With Harding on the Mayflower.

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Aug. 27.

This week is probably the most critical in the industrial crisis confronting the country. On the immediate developments ahead, both in regard to the condition of the railroads and the anthracite strike, will depend whether the extreme measures held in reserve by the Administration are to be evoked.

President Harding is expected to return to Washington to-morrow from his week end cruise on the Mayflower with a more concrete and definite idea as to what legislation is necessary to give to him the reserve powers which he wants in the contingency that the anthracite coal mines and some of the railroads may have to be taken over.

It is understood that the cruise was planned following the confusion resulting from the somewhat diverse accounts as to what actually was decided on by the White House conference on Friday night, when the President discussed with Attorney-General Daugherty and Senator Cummins (Iowa), chairman of the Senate Interstate Commerce Committee, the situation that would exist if as a last resort, he had to seize the anthracite mines and some of the railroads as well.

**Definite Program Due.**

The expectation among Administration leaders to-day was that the conference of Friday night and of Saturday and Sunday, when the President, the Mayflower, and the composition of the President's party strengthened the belief that whether an announcement would be forthcoming of a definite program of legislation would be outlined.

That the President should have with him Secretary of Commerce Hoover, Secretary of the Interior Hall, Senator Cummins, Senator Keating (Miss.), and Chairman Lasker of the Shipping Board indicated that he intended to round out to a concrete form the Administration's plan of action.

It was indicated to-night that the announcement made yesterday to the effect that only as a last resort would the President consider the taking over of the railroads or a portion of them is to hold good. At the same time there is every indication that the plan to arm himself with reserve powers will be further developed and concrete details of legislation worked out.

It appears now that the plan is for Senator Cummins to have ready such a bill as would give to the President authority to take over any roads that he deemed necessary in the public interest, while it would be definitely understood that it would only be in the case of actual breakdown that the power would be used and in all probability would be confined to coal carrying roads.

**Davis Seeks Coal Pence.**

With regard to the planned legislation to take over the anthracite mines everything depends on the success of efforts now under way to get the operators and miners together on local or regional basis to settle the strike. The operators of Labor Davis and Senator Pepper (Rep., Pa.), are now engaged in Philadelphia in an effort to obtain a settlement which would obviate the need of any plan to take over the mines.

While the necessary legislation to take over the mines is being held up pending the result at the efforts at a rapprochement the program is to have a measure prepared and ready for submission to Congress as soon as it becomes apparent that an agreement to resume operations is not in sight.

President Harding has made it quite clear that he does not plan to seize any railroad unless it becomes absolutely necessary to do so. At the same time it has been unequivocally set forth that the Government must reserve to itself the right to judge when a railroad has failed to give service and the disposition is to give the carriers "every opportunity" to show the Mayflower are able to take care of the needs of the country.

Because of the possibility that Congress might adjourn Senator Cummins and others of the President's advisers thought it wise that legislation giving the President discretionary powers should be passed now. This the President himself apparently approves. On the other hand a vigorous attack on the proposed plan was launched the moment it became public and it was because of this attack that reserve to be given that the President did not intend any precipitate action.

**Question of Opposition.**

The question now is whether the strength of the opposition to even the suggestion of Government operation of the roads will permit of the passage of this legislation. Senator Cummins and the President discussed. This is one of the questions which are expected to be decided on in course of the conference which Secretary Cummins and the President discussed.

Already the railroad executives and the leaders of railroad labor have left their leaders in the matter be known. The labor group welcomes the suggestion as it interprets it. Some of the leaders have gone so far as to declare that if the roads were taken over they would never go back to private ownership. In other words the maneuver would work directly into the hands of the Plumb plan league, of which a great

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**LEGISLATURE OPENS SESSION TO-NIGHT TO ACT ON COAL FAMINE**

Governor Expected to Ask for Revolving Fund of \$10,000,000.

**THREE BILLS FORECAST**

Fuel Administration With Virtually War Time Powers Proposed.

**DEALERS TO DISTRIBUTE**

State to Apportion Coal Wherever It Is Necessary to Check Profiteering.

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau, Albany, Aug. 27.

Three measures are expected to be enacted by the extraordinary session of the Legislature when it convenes to-morrow night at the call of Gov. Miller. One will declare that an emergency exists because of the shortage of coal, resulting from the coal and railroad strikes. The second will create a fuel administrator, and the third will give him the fullest powers possible under the emergency police control of the State.

The Governor is expected to ask for an appropriation of \$10,000,000 as a revolving fund with which the fuel administrator can buy and sell coal and see that it is equitably distributed to all the people of the State. The plan is to have the coal turned over to the dealers throughout the State for distribution at cost, and the coal administrator is to have the power to fix the profits allowed. Severe penalties will be provided for those who attempt to use the coal shortage situation as a means of hoarding or profiteering in coal.

**Problem of Distribution.**

If the Fuel Administrator is dissatisfied with the manner in which coal is distributed in any locality it is contemplated to give him power to create a distributing system of his own in that community. The Governor, however, is expected to appoint as a possible work of distributing the coal to the present dealers. The power of the State to take over the distribution, it is believed, is for the purpose of acting as a deterrent to profiteering abuses.

The Fuel Administrator, it is expected, will be enabled to bring into play all of the war time restrictions and curtailments which the use of coal in schools, hospitals and other public institutions if it is deemed necessary. It also could institute plans for encouraging the use of coal in homes and wood and coal stoves in the winter.

The emergency measure will be based on the fact that for five months the anthracite mines have been idle and that even though they should start operations to-morrow there would be a serious shortage of fuel. Gov. Miller has been informed that New York State uses about 12,000,000 tons of coal a year, making a shortage of 2,000,000 tons which cannot possibly be made up even though the mines should be in full operation by October 1.

**Governor's Plans Approved.**

The legislative leaders who conferred with Gov. Miller already have approved his plans and it is not expected that there will be any serious opposition to the measures which will be ready for introduction at the same time. This morning's message is sent to the Legislature.

The only possible opposition may come from the effort of the cities to get the right to buy and sell coal for distribution to their citizens. The Mayor's conference, it is understood, has a bill ready for introduction which will give that power, should it come to the city, on the ground that with fifty-nine cities competing in the purchase of coal all the benefits of centralized power in the distribution of coal would be destroyed.

New York Democrats may make a fight for power to carry out the Hyland plan enabling New York city to appropriate \$5,000,000 to buy and sell coal and distribute it free to the poor. Gov. Miller and the Republican legislative leaders, however, are known to feel that New York, like the other cities of the State, should be under the control of the Fuel Administrator.

**STATE'S FUEL BOARD TO COMPLETE SURVEYS**

**Commission Will Be Ready to Advise Administrator.**

The Governor's Advisory Fuel Commission will to-day complete codification of its emergency plans and surveys, preparatory to turning them over to its successor, the new State Fuel Administrator, whose appointment Gov. Miller is expected to recommend at the special session of the Legislature in Albany to-morrow.

To guard against transit breakdowns because of fuel shortage New York city merchants will confer at City Hall at 10 o'clock this morning. This meeting was called by Acting Mayor Murray Hulbert.

How housewives can burn soft coal in kitchen ranges to best advantage during the period in which they must do without anthracite will be demonstrated for the press by the State's volunteer coal corps at the Broadway headquarters at the same hour.

Some tenants say landlords in new leases are requiring waivers on heat.

The New Jersey industrial district yesterday indicated its likelihood of suspending the plan for conversion of power plants from coal to oil has reached considerable proportions.

Coal users holding contracts with coal companies for a large figure than the \$4.50 mine price set by Federal Fuel Distributor Spencer will not lose the benefit, Washington says. Further action in the scale of guaranteeing reckons